

Funding

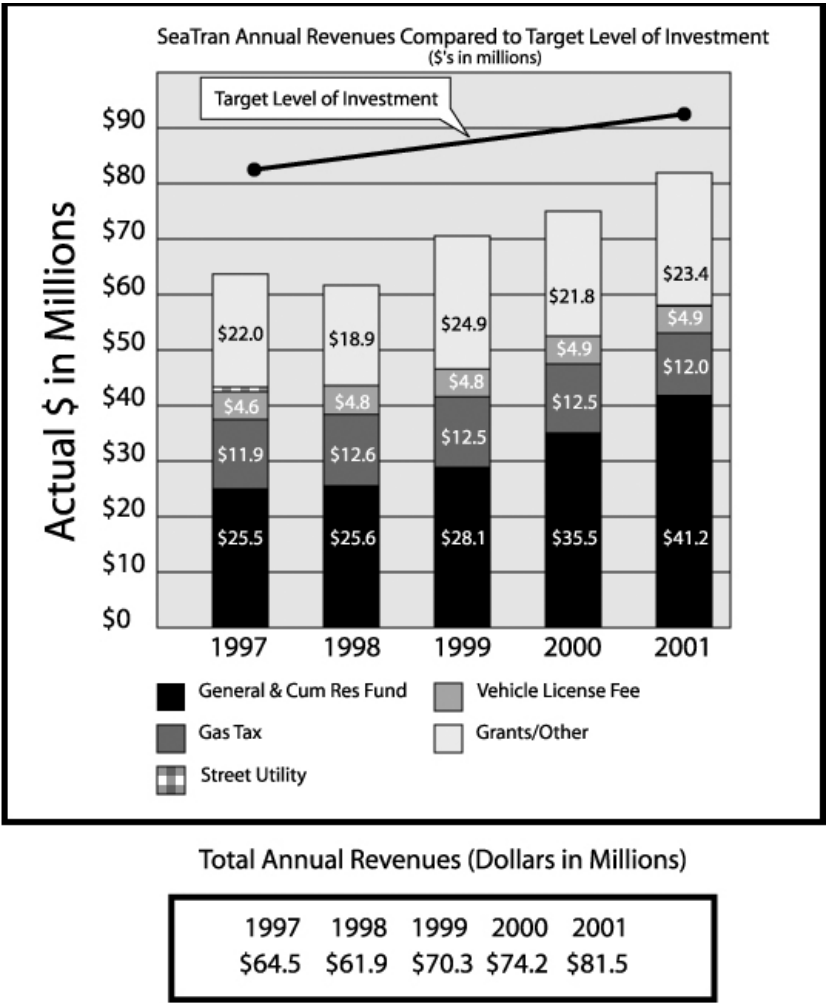
The 2001 City of Seattle budget represented a continued commitment to steadily increase the portion of the City's General Fund devoted to transportation purposes, setting General Fund spending for transportation at \$41.2 million. [TSP "Funding" Strategy: Increase General Fund Support]

In 2001, SeaTran was awarded just over \$16 million in new State and Federal grants for transportation projects. This amount is close to the annual average, but is significantly less than was received in 1999 and 2000 (\$21 and \$25 million respectively). Nearly half of the grant sources to which the City normally applies did not issue calls for projects this year due to their own financial constraints. Projects that were successful in receiving grant awards in 2001 included signal, safety, and pavement improvements on S Jackson St between 12th Ave S and 14th Ave S, work on the Fremont Bridge approaches, and six traffic circles at high-accident locations.

The 2001 Washington State Legislature adjourned without having made significant progress on transportation. The Governor's Blue Ribbon Commission recognized the need to make significant investments to maintain the transportation infrastructure, improve mobility, and provide people with more transportation choices. The commission also made a number of recommendations for new revenue sources. Despite several Special Sessions devoted to the effort, no comprehensive transportation package was passed.

The proposed 2002 City of Seattle budget cut General Fund spending for transportation to \$39.1 million. The continued poor performance of the local economy, combined with the passage of State Initiative 747, led to the Mayor's November 8 submission of a revised proposed 2002 budget. For SeaTran, this meant the need to identify \$1.6 million in potential General Fund cuts. Among those areas that saw reductions in resources were new residential parking zones, neighborhood street fund projects and paving. The City Council's final adopted budget added \$0.5 million to construct sidewalk and pedestrian facilities, and \$1.3 million in grant match reserve to preserve the ability to leverage additional non-City resources.

The City has several large transportation projects on the horizon that will greatly exceed the capacities of traditional funding sources. These include replacement of the Magnolia Bridge, the Elevated Transportation Company (monorail) project, and the City's share of the Alaskan Way Viaduct and Seawall project. Developing funding plans and securing money for these and other projects will provide significant challenges in the coming years.



*This graph illustrates the City's sources of funding for transportation in relation to the calculated Target Level of Investment. The Target Level of Investment is an inflation adjusted professional assessment of the annual amount of revenues necessary to provide for a 20-year transportation investment strategy. This includes maintaining the existing infrastructure, reducing the maintenance backlog, and accomplishing a reasonable amount of mobility improvements.*